INDIANAPOLIS REAL ESTATE DEALERS

North Tuxedo Addition THE FINEST ADDITION

AND THE LOWEST PRICES Sixteen Minutes' Ride on the Irvington Electric Line!

ALL STREETS TO BE GRADED. SIDEWALKS MADE AND TREES PLANTED. NOTICE OUR RESTRICTIONS: No house to be built on the addition to cost less than \$800. THE OFFICIAL SURVEY in the city engineer's office shows this Beautiful Addition to be 85 feet higher than the corner of Washington and Meridian streets, and 70 feet higher than the corner of Illinois and Twenty-fourth streets.

C. E. REYNOLDS & CO., 10 Circle St.



We are prepared to write large or small lines of insurance in any of the old and reliable companies we represent at the lowest rates and best forms of policy. All our losses are promptly adjusted and paid at our office.

Home of New York, Phoenix of Hartford,

Etna of Hartford,

London Assurance of London, Norwich Union of Eng. Commercial Union of London, Traders' of Chicago. Greenwich of N. Y., Fidelity and Casualty of N. Y., Citizens' of New York, Citizens' of Indiana. Marine Dept. Ins. Co. of N. A. of Philadelphia.

CHAS. F. SAYLES,

Insurance, Real Estate and Loan Agent.

751 EAST MARKET STREET.

ASPHALT PAVEMENTS. Cement Walks, Sewer, Water and Gas.

Special Prices will be made on these lots to earnest buyers.

JNO. S. SPANN &

86 EAST MARKET STREET.

College Avenue and Fifteenth Street.

eagan Park TAKE ELECTRIC CAR

-Houses for Sale on Installment Plan

M. E. VINTON & CO.,

84 and 85 Commercial Club Building.

MARKET FOR REAL ESTATE

Not So Lively This Week as Last, but Still Doing Very Well.

Unusually Heavy Demand for Improved Property - Talks with a Number of the Dealers in Lets.

Among some real-estate men this week bas not been so busy as was last. Whenever trade drops down a notch there are a number of reasons ascribed, and at times the variety of reasons expounded is marvelous. "Now," said a gentlemen of the trade yesterday, "this week has been slow and I'll tell you why. Cheaper labor is commanding such a price dwelling builders will not purchase lots. The contractor is forced, in figuring on a house, to note the increase of the price of lumber, which is bad enough, but on top of this he must figure on strikes to save himself and when the aggregates are fixed the builder is scared out, and well he might be. I know of two instances on North Pennsylvania street, near Seventh, where this con-

Mr. Chas. Bookwalter said yesterday: "Unimproved property in pioneer additions sells slowly but the inquiry for lots on which houses are already built is vigorous. Our well-paid mechanics and clerks want to buy homes where they can move immediately and stop rents. I made four sales of just such a nature this week. I know that this kind of property, while scarce, goes freely when put upon the market." A decided move in any one direction is

dition of affairs knocked out two sales."

ings. Unlike commercial transactions, it generally assumes a rather monotonous sameness, with the exception of an occagional symptom of increased life or decline. Of course in saying this boom times are not considered, as such unwholesome conditions have fortunately never affected the market in this city. Just at the present time, however, there is a rush by a different class of purchasers from the usual, toward the land lying north of Fall creek. where lots of from two to tive acres are taken and magnificent \$5,000 to \$10,000 residences are being put up o will be put up in the near future. This is that the residences may be surrounded by splendid grounds and made parks, while the street-car conveniences will be available and all that is

desired by those locating there.

Mr. George Powell has purchased four acres of the Hanway property on Central avenue beyond the creek, and will build a residence costing \$8,000. Dr. Eastman has bought five acres of J. W. Hadley, in Washington Park, fronting east on Washington boulevard, north of Thirtieth street, and will place upon it a palatial residence. will place upon it a palatial residence.

North of Twenty-fourth street, on North
Illinois street, William Manson has purchased two acres and will build at a cost of
\$8,000. The average price paid for all these

\$8,000. The average price paid for all these properties is \$1,200 an acre, which goes to show how the trend of the city has made valuable land even that far out.

It is only necessary for a Broad Ripple street railway to be laid, for a vast tract of most desirable property toward the northeast, to be opened up to the great demand for property of its kind, with the proper street car facilities. The men of the street believe that such a line must, of necessity, he put down soon or late as the necessity, be put down soon or late as the property and people will demand it, notwithstanding the number of paralyzed efforts that have heretofore been made in that direction. It is hard to crush faith and hope out of him, as the tribe of real-

estate men go.
Six new houses have been built lately in
Douglas Park and fifteen near it.

Douglas Park and fifteen near it.

It seems there is some reason to believe the new Odd Fellows' home will be located on Thirty-fourth street, near Columbia Place, and some consequent sales are expected to be made in that vicinity.

Some elegant homes are being built in Atkins & Perkins's University Place, north of Twenty-fourth street, between Pennsylvania street and Central avenue.

All in 21140 houses have been built across the creek during the past year, it is stated. the creek during the past year, it is stated, and fifty-nine alone in Kenwood Place.

The foundation is being laid for the Turners' new hall at Massachusetts avenue

and New Jersey street, which is one of the largest ever put down in this city so far out.

A handsome new block is just finished on
Massachusetts avenue, just west of Nobie

At College avenue and Sixteenth street
Mr. Shover, the contractor, is building a
magnificent \$10,000 residence,
On several streets south of Fall creek the
street grades are being raised, which
causes the bases of dwelling houses to be lower than the street. While this is very probably the exact and proper thing for the infallible Board of Public Works to do, it will give a great many people a deal of trouble raising their houses to the new grades.



BUY THE BEST! THE BEST IS

ARDMORE

Don't Live in a Swamp when for the Same Money you can Own a Home in God's Country.

Central-avenue lots, 60 feet front.......\$600 Park-avenue lots, 50 feet front......\$425 Hammond-avenue lots, 50 feet front......\$300.

EVERY LOT HIGH AND DRY.

GRAVEL BOTTOM CELLARS.

Come in and get a plat. TERMS-\$25 cash; balance, \$10 per month. Second mortgage taken.

C. A. BOOKWALTER and L. G. AKIN 961 EAST MARKET STREET, PHŒNIX BLOCK.

A New and Unique Plan of How to Get a House and Lot worth from \$1,500 to \$1,800, for \$250.

The BYRAM LAND COMPANY have placed upon the market 168 lots located in various parts of the town of Brightwood. The cash value of these lots are from \$200 to \$450 each. The company have also built

eight beautiful cottages in various parts of the town on these lots, valued at from \$1,500 to \$1,800 each.

The method adopted for this sale is as follows: The 168 lots will be sold at the uniform price of \$250 each, the payments to be made as follows: \$15 cash to secure the contract of sale; then a payment of \$90 on . or before the evening of July 15, 1893. On this date the purchasers will meet at the office of the company and elect a secretary, who will distribute to the purchasers, in a manner as they may elect, the contracts of deeds, making it possible for one in every sixteen persons to secure a house and lot for \$250, also making it possible that ninety out of every 168 persons shall secure lots worth from \$300 to \$450 cash, for \$250. The balance of the payment of \$250, after having paid \$105, can be paid at \$10 per month.

Don't forget the date. July 15, 1893, is the last chance to purchase one of these bargains. See plats.

G. A. BOECKLING & CO.,

67 EAST WASHINGTON ST.

VANCE BLOCK.

Capitol Park Addition RIGHT DOWN IN THE CITY, NEAR STREET CARS,

And ONLY 15 MINUTES' WALK from the STATE HOUSE.

STREETS IMPROVED, CHOICE SHADE TREES, FINE SOIL, DRY CELLARS, PURE WATER, MOST DESIRABLE LOTS IN THE CITY FOR THE PRICE.

Terms, \$30 cash; balance easy monthly payments. Rare opportunity for securing a home.

I. N. RICHIE, 58 EAST MARKET ST.

CLOVER-LEAF IN TROUBLE

Receiver Appointed for the Toledo, St. Louis & Kansas City Railroad.

President Calloway Named by Judge Ricks for the Ohio Portion of the Line-Pennsylvania Officials on an Inspection Tour.

Judge A. J. Ricks appointed a receiver for the Clover-leaf road yesterday in the United States District Court at Cleveland, on the application of Stout & Cory, of New York, who filed a bill against the Toledo, St. Louis & Kansas City road, claiming to have a judgment for \$40,000, in the Common Pleas Court at Toledo, upon which execution had been returned unsatistied. In their bill these plaintiffs set forth that a large amount of unsecured claims are pending against the defendants in the States of Ohio, Indiana and Illinois, aggregating in all nearly one million dollars. Suits, they say, have been begun on many of these claims, and others are about to be instituted, and the road is insolvent and unable to meet them. The prosecution of this great number of suits, as is set forth, would entail a great accumulation of costs, and to avoid this unnecessary cost and to prevent the struggles of conflicting creditors and the depreciation of the property of the company, and to proteet all creditors alike, they asked for the appointment of a receiver. Judge Ricks granted the petition, and named Mr. Sam-nel R. Calloway, of Toledo, the present president of the company, for the position. Col. Robert G. Ingersoll, general counsel for the company, who was present, consented to the appointment on behalf of the company, and application was atonce made before Judge Woods, of the United States Circuit Court at Chicago, for a similar ap-The Toledo, St. Louis & Kansas City roads extends from Toledo to St. Louis, a distance of 458 miles, and has its greneral offices in Toledo. It was formerly a narrow gauge ratiroad, but a few years ago a number of large capitalists, with Mr. Samuel T. Kneeland, of New York, formerly of the Union Pacific, at their head. ared control of the stock and greatly proved the property. Its gauge was sanged to standard, and, to all appearance to standard, and, to all appearance to standard, and to all appearance to standard.

tion. Its freight line was known as the | cial was asked what there was in the re-"Clover Leaf." and it was, apparently, doing a large business. A petition for the extension of the re-ceivership to Indiana was filed in the federal court in this city late Thursday even-

ing by Attorney John M. Butler, who at

once removed the papers and proceeded

with them to Chicago to argue the case before Judge Baker, who is engaged there at A dispatch from Chicago says that Judge Woods granted the application for Indiana and Illinois, and appointed President Gal-

lowsy receiver.

Reclaiming Valuable Lands. A well-informed railroad man states that there is no road in this State which will be as much benefited by the ditching and draining law passed by the Legislature of Indiana last winter as will be the Indianapolis & Vincennes. Already, in Knox and Greene counties, large tracts of land are being ditched and drained, the ditches ranging in width from ten to forty feet, and some of them ten to fifteen miles in length. Thousands of acres of valuable land are being reclaimed, and after the ditching is completed will sell for \$50 an acre, where, before the improvement, it would not bring \$5. The railroad official says it will be fine land on which to raise corn, and will largely increase the stock raising of the territory where the ditching is in progress. The work, be states, is being pushed the most extensively in Greene and Knox counties, and in some places the ditches are so wide as to present the appearance of being a canal. In these counties all the men that can be hired are set at

work at good wages. The Pennsylvania Inspection Party. The party of officials of the Pennsylvania lines who are on an inspection trip over the Western lines, and whose names were given in the Joarnal of yesterday, arrived in the city last evening. This morning they will go to Richmond, and then, via Logansport, to Uhicago, President Roberts is in excellent health. He says the Pennsylvania Company has been expending a good deal of money on its lines west of Pittsburg, as well as east of that point, and they have come West to look over the improvements and see when the world's fair business, which the roads have made such great preparations for, is to begin to move thus far its volume, he said, had not been up to expectations. Vice President McCres said that so far as freights are concerned the road is handling a good, healthy volume, but rates are so lov that the revenue for hanking the business leaves but little above actual operating expenses. Another offi-

port which had come from the East, to the effect that on this trip President Roberts and his associate officials and directors would make some bold moves for retrenchment on the lines west of Pittsburg, and possibly lop off some nonpaying lines. He answered: "It must be so, for the subject has not been mentioned since we left Philadelphia. Usually," he added, "when traffic falls off we drop some men. So far as the shops are concerned we have been for eighteen months working large forces, building new and repairing old equipment; this work is now so well advanced that so many men are not required, and as a result I presume the master mechanics are reducing their force of shop men to the usual number." Each official spoken to expressed himself as well pleased with the way improvements on the lines west of Pittsburg were going on, and admitted that the lines east of Pittsburg would have to look to their laurels, or the Western lines would lead them in the smoothness and solidity

of track, stations, yards, etc. Operations of the Joint Inspection Bureau. Below is given the monthly statement of J. B. Eckman, district inspector of the joint rate and inspection bureau of the Trank-line. Central Traffic and Western Freight Association for the month of April: Indianapolis-Gains from weighing car load freight, \$7,776.00; from platform freights, \$1,317.56; from classification changes and rate inspection, \$331.52; total,

39,425,17. Terre Haute-Gains from weighing car load freights, \$2,585,14; from platform freights, \$309.94; from classification changes and rate inspection, \$426.33; total, \$3,271.41. Evansville-Gains from weighing car load freight, \$4,565.06; from platform freights, \$688,42; from classification changes and rate inspection, \$851.15; total, \$6,104.63. Vincennes-Gains from weighing car load freight, \$388.85; from platform freights, \$303.55; total \$691.93.

Personal, Local and General Notes, The Pennsylvania will get into Detroit for through business over the Flint & Pere

Edward Cost, assistant general freight agent of the Big Four, with headquarters at Chicago, is in the city. The earnings of the Big Four the second

week in May were \$1,005.73 in excess of the corresponding week of 1892. The Baltimore & Ohio ignores the antistop-over restrictions of the trunk-line agreement on business for Chicago.

The Monon is said to be laying some substantial stone work for new steel bridges to rest on over Deer creek and Wild Cat. The wife of M. A. McCerthy, trainmaster of the Peoria & Esstern, a few days ago went to Carrolton, O., to visit her parents.

On Wednesday she was taken suddenly ill. and died on Thursday night before Mr. Mo-Carthy could reach her bedside.

J. A. Barnard, general manager of the Peoria & Eastern, returned last night from a three days' trip over the western division. J. H. Sessions, assistant general freight agent of the Vandalia, will retire from that position on June 1, to go with the Peoria &

The traveling salesmen, at their meeting this evening, will pass a resolution urging the Monon to put on a morning train out of indianapolis.

The Monon shows an increase in passenger earnings the first fifteen days of this month of \$10,505 above the corresponding two weeks of 1892.

William R. McKeen, president, and John G. Williams, general manager of the Vandalia lines, were in the city yesterday to meet the Pennsylvania officials. Horace F. Smith to-day becomes, by appointment, the general freight agent of the

brother of Multon H. Smith, president of the L. & N. D. F. Whitcomb, superintendent of the Union Railway Company and Belt road, has let the contracts for heavy stone abutments for a new iron double-track bridge

Queen & Crescent route. Mr. Smith is a

over Pleasant run. It has been decided to take off the sleeping coach run between Indianapolis and New York, on Trains 20 and 21, and in its place haul an additional coach between St.

Louis and Jersey City. Alexander McDonald, of Cincinnati, a large holder of railway stocks, passed through here yesterday with his family. en route to Chicago, in the private car of 8. M. Felton, president of the Queen &

The Louisville, Evansville & St. Louis is to put its Rockport, Cannelton, Jasper and Evansville branches into better physical condition, and has selected E. H. Mann as assistent roadmaster to carry out the instructions of the company in that direc-

It is reported that the fight which has been carried on between the Pacific Mail Steamship Company and the Panama Railroad company is about to be ended. Negotiations for a settlement of existing differences are under way, and it is generally believed they will go through satisfactorily. Circulars announce the appointment of Ford Wood as general freight agent of the Peoria & Eastern, he to report to Oscar Murray, vice president, and the appointment of Henry Fraser as assistant general

freight agent for Indianapolis territory, he to report to Albert White, general freight agent of the Big Four. The Illinois Central road has a big scheme, According to the statements

lake shore boulevard on the South Side, extending about five miles in front of the intendent of metive power of the Big Four, city down to Fifty-fifth street. In return the company proposes to ask title to all new accretions. This, it is said, would eventually net the railroad over \$35,000,000. Commencing May 28 the Chesapeake & Ohio will put on a solid train from Chicago

to Washington, but this train, east-bound, will not pass through Indianapolis at the most desirable hour. It will probably run on the Big Four No. 12's time east-bound, and will pass Indianapolis somewhere between 11 and 12 o'clock A. M. north-bound. The city of Jeffersonville has been perpetually enjoined from paying the \$75,000 voted in aid of the construction of the new bridge between Jeffersonville and

Louisville. This is the bridge which it is said President Ingalls, should be extend the Aurora branch of the Big Four to Lonisville, expects to use for crossing the Ohio Dr. H. Moore, general utility man of Harry Crawford & Sons, is on the proposed line of the extension of the Chicago & Southeastern road to Muncie, laying ont new towns and locating depots, expecting so to develop the new section through

company proposes to build its passenger station uptown. The Chesapeake & Ohio has established a world's fair passenger agent at 231 Clark street, Chicago, to work particularly among tourists, with view of sending them east over the C. & O., using White Sulphur. Warm, Hot, Healing and Red Sniphur Springs and other resorts, the variety and beauty of the scenery and superior train

which the road will pass. At Muncie the

service as the attractions. Several of the roads in the Western Passenger Association are seriously considering the reduction of their west-bound passenger rates if the Atchison persists in reducing the tariff to Chicago. One-way rates will be returned to the same basis as round-trip rates, and a general reduction throughout the West is likely to prevail for some time after the expiration of the

It is stated that on no road in this country is the stock concentrated so much in the hands of a few and likely to remain so for the next generation as is the stock of the Pittsburg, Fort Wayne & Chicago. At road would not pay operating expenses, the annual meeting this week 348,114 He added that should the road continue in shares were voted unanimously on every question of importance. The Fort Wayne road is now in the best condition of any time in its history, both financially and | tain them. physically.

One of the ten-wheel engines, built for the Big Four by the Richmond locomotive works, yesterday hauled Train 17 from Cincinnati to Indianapolis in two hours and fifty-two minutes. The train consisted of eight cars. It was the first trip of the onmade public yesterday, the company pro- gine on this train, and it came up the Guil-poses to present Chicago with a fine new ford hill, with that heavy train, forty

miles an hour. William Garstang, superstates that six months from now the Big Four will be the best equipped road, as to power, which crosses Indiana.

The ticket scalpers at Cincinnati are boycotting the Pennsylvania lines. They buy round-trip tickets for Chicago over both the C., H. & D. and the Big Four at \$12 for the round trip, and then sell them to persons going to Chicago at \$6.25, while the one-way rate. Cincinnati to Chicago, is \$7. In the purchase of the ticket from the scalper he makes only 25 cents, but the party purchasing the ticket is 50 cents shead. As these tickets are unlimited, the returning part is sent to a Chicago scalper, and he makes equally good use of it.

According to the Michigan City papers the executive committee of the world's fair has decided matters in favor of the Henry syndicate as regards the Delta Transportation Company landing its passengers at the dock of the Henry syndicate in Jackson Park, and if the Monon and the Lake Erie Western land their passengers at this dock they must pay 20 cents per passenger landed. Of course, neither road will do ranged to land its passengers at a dock outside of the docks controlled by the executive committee of the world's fair.

The New York Sun, in its article on the New York Central's nineteen-hour train to Chicago, did the Lake Share road an injustice when it said the Lake Shore was not in such physical condition as to admit of such high speed over it. The fact is that the Lake Shore tracks are superior, if anything, to those of the New York Central. The track is straight, practically, from Buffalo to Chicago, and the maximum grade is fourteen feet to the mile. The \$2,000,000 expended in the last eighteen months on the track of the Lake Sore has placed it with the best roads in this coun-

A traffic manager, last evening, in speaking of the Toleds, St. Louis & Kansas City dropping into the hands of a receiver, remarked that usually he was very uneasy when roads went into the hands of a receiver, as it almost invariably led to cutting of rates by such road, but in this case, if rates were cut any deeper than that line has been cutting the last few months, the the policy of the past the solvent roads would ask the courts to instruct the receiver to advance rates to tariff and main-

The meeting of general managers at Chicago, called to settle the world's fair rates in the West, discussed the subject all day. and finally left the matter in the hands of a committee of seven, which is to report to-morrow morning. The committee con-

cago, Milwaukee & St. Paul: Merrill, of the Burlington; Townsend, of the Missouri Pacific, and Lomax, of the Union Pacific, The committee has no power of settlement. and will do nothing but recommend. Then the meeting will adjourn again.

FIERCE FIGHT WITH A PRISONER.

Robert Hutchins, Accused of Wife-Beating, Makes Physical Objection to Arrest.

After a fierce struggle Constable Holmes yesterday afternoon arre-ted Robert Hutchins, a colored laborer employed on Seventh street, near the Big Four railroad crossing. Last Wednesday Hutchins's wife appeared before Justice Habich and made affidavit against her husband, charging him with assault and battery, and the appearance of the woman showed that it was an aggravated case. A warrant was issued for his arrest, but he kept in hiding until yesterday afternoon, when he was found at work shoveling.

As soon as the officer attempted to arrest him he began to show his pugilistic training. Officer and prisoner clinched and fell together upon the street and then ensued a prolonged scuffle, during which the officer succeeded in drawing his billy, with which he struck Hutchins a blow upon the head. The blow dazed bim for a moment and when he recovered he found his hands encased in a pair of handouffs. He was taken to the office of Justice Habich. where a commitment was secured and he was sent to jail awaiting his bearing on the charge made by his wife, which will be at 9 o'clock this morning.

Manine Elopes.

The secretary of the State Board of Charities was yesterday notified by Superintendent Smith, of the Eastern Hospital for the Insane, of the elopment of a patient, Frank Dreager, who was admitted from Allen county. The letter says that it is Dreager's fourth time of such an occurrence and that with the present facilities at the hospital it is almost impossible to restrain him. He disappeared about May 17 and has not been found.

County Settlements.

Settlements for May were made yesterday by the treasurers with the Auditor

Amount Am't Reserved